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CHARGED WITH COUNTERFEITING.

CHICAGO, March 16.—Henry Alexander and William Coughlan, who came here from San Francisco a few weeks ago, have been arrested on a charge of counterfeiting. Several hundred bogus silver dollars and a complete counterfeiter's outfit were found in their rooms by the authorities.

When taken before United States Commissioner Humphrey today it is said both men made a confession and asked to be sentenced at once. They will be given a hearing next Thursday. The prisoners say the counterfeiting was done in San Francisco before they came East. Alexander says he worked as a barber while on the coast, and that Coughlan is a bootmaker.

NEWS OF THE WATERFRONT.

EARLY yesterday afternoon the United States army transport Meade arrived in port from San Francisco. She sailed from the Coast at 4 o'clock in the afternoon of Monday, the 18th instant, and brought two days' later news and mail. The amount of mail brought was very small, however.

The Meade was in quarantine for some little time after her arrival here. There were two cases of measles among the soldiers and it was thought at first that the vessel would be placed in quarantine during her stay in port. About half an hour after her arrival at the Pacific Mail wharf, however, the troops were allowed ashore. Later the sick men were removed to the army hospital.

There was a great crowd on the wharf and many people were anxious to get aboard before permission was granted. The consequence was that there were several amusing scenes. A laundryman, for example, was particularly eager to get on the vessel in order to solicit business. He stated his case to an officer of the ship and the officer, evidently having heard that the quarantine would be raised in a little while, allowed him to go up the gangway, remarking that there were probably a great many people on the transport who wanted washing done. No sooner had the enterprising laundryman started up the gangway, on the run, than laundrymen seemed to spring out of every corner and in less time than it takes to tell there were seven of them rushing up the gangway. An officer in charge of the sentries which had been posted immediately upon the arrival of the vessel saw what was going on and shouted out to the sentry at the head of the gangway to send the whole crowd back. The consequence was that they all had to wait until such time as the public was permitted aboard and they all went on the ship together.

The transport was not permitted to come close up to the wharf and she was lying away from the wharf about six feet for some time after she entered port.

As the Meade came up to the wharf the band of the Fifth cavalry aboard struck up the Star Spangled Banner and the hats of all the men on the transport, and on the wharf as well, came off.

There are a number of passengers for Manila on the Meade and there are among them many people of note.

The following is a complete list of those on the transport: Colonel James F. Wade and Mrs. Wade, General William Ludlow and Mrs. Ludlow, of the Fifth cavalry, Colonel Rafferty, Major Paddock, Major Heller (surgeon), Captains Bishop, Andrus, Foster, McComb, Bryan, McClure, Second Lieutenants Forsyth, Wilmore, Foley, Martin, Jackson, Oliver, Cooley and Curry, of the Fifteenth cavalry, Lieutenants Holbrook and Hargum; casualties, Lieutenants J. P. Tracey and J. F. Wade (aide to General Wade), Lieutenant H. Dorey (aide to General Ludlow), Lieutenant Spaulding, J. B. Baker (clerk to General Ludlow), A. Chaffee, W. Clark, Mrs. Andrus and two children and maid, Mrs. Ferning, Mrs. Morgan, Miss Phillips, Mrs. Fredericks (wife of Captain D. A. Fredericks) and two children, Mrs. Angelberg (wife of the chief musician of the Fifth cavalry), Mrs. Birmingham (wife of Major Birmingham) and four children and maid, Mrs. Ida Neuman (wife of Q. M. Sgt. Neuman), Mrs. Johnson (wife of Captain E. M. Johnson, Nineteenth Infantry) and child, John Haines and servants of Mrs. Ludlow, Mrs. Wade and others.

Of the Fifth cavalry there are aboard the transport the headquarters, the band, the headquarters of the First squadron and the headquarters of the Third squadron, troops A, B, C and D of the First squadron and troops I, K, L and M of the Third squadron.

Of the Fifteenth cavalry there are aboard troops A and B. Then there is a hospital detachment consisting of eighteen men and, at the foot of the list, Robert Gainsforth, a private of the Twenty-first Infantry.

There are about nine hundred enlisted men on the Meade, all told. Of this number 697 belong to the Fifth cavalry and 199 belong to the Fifteenth cavalry.

The Meade will take on coal here and will probably get away for Manila tomorrow or on Friday morning.

Rio Wreck Not Located.

It is probable now that the location of the wreck of the ill-fated Rio de Janeiro will remain forever a mystery.

In view of the fact that the Pacific Mail Company was making little exertion to find traces of the wreck and that private efforts have been unsuccessful, the Chamber of Commerce at San Francisco decided to solicit Government aid.

Accordingly the following telegram was sent to Senator Perkins on the 15th instant by President Newhall of the Chamber of Commerce and William J. Dutton, president of the Board of Marine Underwriters:

"All efforts to locate City of Rio wreck by Coast Survey authorities and other available vessel to take matter up and make thorough search."

The following reply was received on the 17th by President Newhall of the Chamber of Commerce:

"As Pacific Mail has offered reward for discovery Rio, Government will take no action. GEORGE C. PERKINS."

Booked for the Coast.

The following people are booked to sail for San Francisco this afternoon on the Mariposa:

W. R. Douglas and wife, Mrs. S. T. Alexander, Miss Naylor, Mrs. John Waterhouse, Mrs. Pond and daughter, J. H. Bullock, C. E. Stafford, Miss A. Mills, A. W. Wilson and wife, Mrs. Storer and child, Mrs. Robinson, W. S. Miller and wife, H. S. Hull and wife, J. M. Longnacker and wife, Miss

Stowe, Mrs. J. R. Clymer, Miss Sturgeon, J. F. Calif, Wm. Morris, S. Henry and wife, Jos. H. Gray and wife, Mrs. H. A. Blood, Miss Gray, Miss Taft, Mr. Plum and wife, H. L. Taft, W. A. Cowley, E. M. Walsh, Miss E. Mulfante, Mrs. E. Graf, Mrs. H. Gulzelt, T. M. Starkey, Miss Flock, Miss A. Kessler, Mrs. M. Hemming, Mrs. S. W. Mays, J. B. Agassiz, Mrs. E. Battencourt, Adolph Hromada and wife, W. F. Peterson and wife, Lewis Morrison and wife (Florence Roberts), F. Belasco and wife, Miss Rozetta, Miss Howe, Miss Armsby, Mrs. Cousins, Mrs. Clench, E. B. Cousins, P. Gerson, Mr. Robertson, Mr. Morris, Mrs. G. H. Flanders, Miss M. L. Flanders, Mrs. C. Cousins, Mr. Maurer, Hugh Morrison and wife, Mrs. E. J. Dudley and child, Jas. Lloyd and wife, L. J. Burdick, L. F. Stone, L. Henderson, Mr. Arper, Mr. Snell, Mr. Hedick, C. Mountain, C. Moore, F. Vaughan, E. F. Dillingham, B. Lathrop, C. A. Brown and wife, Miss C. W. Flanders, C. F. Murray, J. C. Flanders, A. S. Cadin, Mark Robinson, Dr. Wagner, F. B. Wagner, A. G. Morey and wife.

Those booked to sail for San Francisco on the Zealandia tomorrow, at noon, are as follows:

H. A. Gilbert, A. C. Spring, W. D. Alexander, W. J. Montenth, G. J. Moore, C. A. Bissie, M. A. Smith, A. S. Hoyt, Mrs. H. F. Wichman and child, B. F. Beard and daughter, F. J. Calif, N. M. Miller, A. J. McManis and wife, R. A. Macpie, J. W. Wilson and wife, M. G. King, Dr. T. W. Blake, B. D. Hanover, St. Clair Perry, A. W. Miller, Charles Phelbrick, Colonel Herker, C. E. Fink, B. Crummett, Carl Latt, G. F. Kuhles, A. G. Van Court, J. C. Moore, C. L. Sherwood, B. L. Dewey, T. J. Winkler, Mr. Curtis, Mrs. Jonathan snaw and daughter, Major J. D. Back, Eugene Gilbert, O. W. Clark and daughter, G. Cheever and wife, Mrs. C. V. Purcell, Miss Lena Hoogs, W. A. Whitman, W. A. Schriber and wife, T. J. Phillips and wife, Miss Perry, Miss Kuhles, G. H. Perry, J. W. Brown, W. C. Jacobson, A. Walcott, F. Walden, Dr. Louis Barth, A. E. Olusey, Albert Raas and wife, Miss A. C. Alexander, W. W. Branch, J. B. Lambie, Miss M. A. Wyle, Mrs. P. S. Lott, B. D. Vaughan, Mrs. F. J. Moore, Mrs. Dickinson, Frank Ewars and wife.

Transport Pennsylvania Here.

It was only a few hours after the arrival of the transport Meade yesterday afternoon that the transport Pennsylvania came into port and moored alongside the Irmgard wharf.

She sailed from San Francisco an hour or so before the Meade, in the afternoon of Monday, the 18th instant. She brought considerable mail; in fact, most of the mail was put aboard the Pennsylvania, and only a few sacks were brought by the Meade.

All are well on the Pennsylvania. She has aboard, bound for Manila direct from here, six companies of the Tenth Infantry and a hospital detachment, numbering in all 877 men.

Cabin passengers on the transport are as follows: Colonel Dugan, Major Brown, Lieutenants Berry and Holdere; Captains Phillips, Purcell, Wilkerson, Lieutenants Jarrett, Beckenridge, L. Stephens, Welch, Hunter, Patterson, Lister, Hand; Doctors Cooper and Davidson; Mrs. Jarrett, Mrs. Lee, Mrs. Breckenridge, Mrs. Witt (nurse), Ed Bruce, Le Roy Brown, Mrs. Fliter, Mrs. Broderick, Mrs. Dunbar, J. R. Douglas and Louise McCann.

It is rarely that two transports arrive here in one day. The Meade is at the Pacific Mail wharf, at one end of the harbor, while the Pennsylvania is at the other end of the harbor, at the Irmgard wharf. As soon as the transports arrived many of the men were allowed to come ashore for exercise. About 1,800 soldiers are now in port; probably a third of them were ashore last night. The Pennsylvania is likely to remain here for a couple of days. She will take coal and then proceed to the Philippines.

Pacific Mail's Monster Ready.

The new steamship Korea, the largest vessel ever built on this hemisphere, was to have been launched on the 24th instant at the yard of the Newport News Shipbuilding and Drydock Company, and it was expected that 30,000 people would be gathered around the ways to see the monster hull take its initial plunge into the waters of the James River. The Korea and her sister ship, the Siberia, are building for the Pacific Mail Steamship Company, and will ply between San Francisco and Hongkong, with Honolulu, Yokohama and Nagasaki as ports of call.

The vessels are exactly alike, and the contract price for the two is \$4,000,000, making them the costliest, as well as the largest merchant vessels ever built on this hemisphere. Uncle Sam is building costlier warships, but not even the large defenders contracted for by the government will approach the dimensions of the Pacific Mail line. The Korea and the Siberia will each have a displacement 3,500 tons greater than the battleships of the Virginia class. With a speed of something like twenty knots, the Korea will be the fastest ship on the Pacific Ocean.

Romance of Rio's Wreck.

The hero and heroine of a romance growing out of the wreck of the steamship Rio de Janeiro in San Francisco bay passed through Seattle recently. Mlle. Gabrielle Le Houron, whose life was saved by Captain Ward himself just before the Korea reached the wharf, went down, has become Mme. Moury, and with her husband is now on the way to Dawson, where they will spend their honeymoon.

The first man to meet the beautiful French girl when the boat brought her from the scene of the wreck was Edward Moury, a rich Klondiker. He fell in love with the shipwrecked girl at first sight. After a short courtship the marriage took place in San Francisco.

Following Her Husband to Manila.

Aboard the United States army transport Pennsylvania, which arrived from San Francisco last evening, is the wife of a soldier who passed through here on the transport Indiana the other day. Her husband is Private Charles Dusenbury, of Company D, Tenth Infantry.

found to be impossible they attempted to stow her away.

Had the transport gone direct to sea all would have been well, but instead she went to the upper bay, where two hours were spent in adjusting the compasses.

As the hours crept on Mrs. Dusenbury made sure the Indiana was at sea and put her head out of her hiding place. As ill-luck would have it, a quartermaster was standing within a few feet of her, and he at once took her before the captain. As soon as the boys in blue saw the little woman on the bridge they knew what was the matter. A subscription was taken up and more than twice the amount of the passage money was offered for her berth. It was against the rules of the transport service, however, and Mrs. Dusenbury was sent ashore on the tug Slocum.

When bidding her husband goodbye the tears rained down her cheeks, and there was not a man on board but had to turn away and pretend to see something of interest on the Oakland shore.

The devotion of Mrs. Dusenbury to her soldier husband makes a most romantic story. Dusenbury went to Cuba with the Tenth Infantry, and while there fell in love with a pretty little Cuban girl. She was and is an expert seamstress and a first-class dress-maker. The end of the courtship was a marriage, and soon thereafter the Tenth was ordered home. Dusenbury and his friends in Company D decided to take Mrs. Dusenbury home with them on the transport without Uncle Sam being any the wiser. All the little woman's household effects, including her sewing machine, went aboard the transport with the company's baggage, and after a stormy voyage everybody landed in New York.

Ever since Mrs. Dusenbury has followed the regiment, beating her way on trains, and with the assistance of the boys of Company D, bringing her belongings up to the Presidio. At long last, many friends, and when Company D of the Tenth was ordered to get ready to accompany a battalion of the Twenty-eighth to Manila, Mrs. Dusenbury and her friends at once began to plan her trip to Manila. At her belongings, including the sewing machine, were got aboard, and when the troops went down the little Cuban woman got aboard and hid away in the place prepared for her by her soldier friends. Had it not been for that unfortunate two hours' stop in the upper bay Mrs. Dusenbury would now be with her husband.

The would-be stowaway cannot talk English and the only person on the Slocum who could talk Spanish was the cabin boy. Through him Captain Marshall learned that she wanted to get to the Presidio, and that then she would try to get away on the Pennsylvania with the remainder of the Tenth Regiment.

Mrs. Dusenbury succeeded in getting passage on the Pennsylvania, and is now en route to join her husband in the Philippines.

A Narrow Escape.

While some muriatic acid was being unloaded from the bark Andrew Welch yesterday afternoon a couple of cartmen, driving a silver mine, smashed on the rail of the vessel. The contents fell upon the wharf. One of the seamen of the vessel was near the rail, on the deck, at the time, and a quantity of the acid was splattered over him.

He immediately jumped to the wharf and ran for the edge, pulling his clothes off as he went, and jumping into the water as soon as possible. He stayed in the water some little time and was then assisted ashore. His back was badly burned and his injuries, while not thought to be serious, are very painful.

Kerosene Famine Over.

The arrival of the bark Andrew Welch, Captain Drew, yesterday morning from San Francisco, has relieved the coal oil market. While a famine in kerosene was threatened, there is now no danger of such a condition. The Welch brought 4,000 cases of coal oil.

The Welch also brought a big pump for the Waialua plantation. She has a general cargo, including mchinery, four horses came on deck.

The following passengers are on the bark: H. C. Atwater and wife, Mrs. F. Drake and son, W. W. Copeland, F. H. Brunson and W. Gray. The Welch came down from San Francisco in eleven days, and experienced a very pleasant trip.

Shipping Notes.

Tomorrow at noon the Oceanic steamship Zealandia sails for San Francisco.

The Kinau, Captain Freeman, sails for Hilo and way ports this morning at 10 o'clock.

The barkentine Archer, laden with general merchandise, cleared at San Francisco on the 17th instant for Honolulu.

The United States army transport Kilpatrick arrived at San Francisco on the 17th instant from Manila, via Nagasaki.

This afternoon at 3 o'clock the Oceanic steamship Mariposa, Captain Rennie, sails for San Francisco from the Oceanic wharf.

The animal transport Pak Ling was scheduled to sail for Manila from San Francisco on the 20th instant. She will probably call at Honolulu.

The engine of the little steamer Upolu needs some attention before the vessel can go on her regular run to the Kona coast. She is unable to get away from this port owing to the strike of the machinists at the Honolulu Iron Works, as a sufficient number of men is unavailable to do the work. A limited number of men are doing the necessary work, and the vessel may get away tomorrow or the next day.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tug Iroquois, Pond, Midway Island, August 5.
U. S. A. transport Meade, Wilson, San Francisco, March 26.
U. S. A. transport Pennsylvania, Roberts, San Francisco, March 26.

MERCHANTMEN.

(This list does not include coasters.)
Andrew Welch, Am. bk., Drew, San Francisco, March 26.
Alden Hesse, Am. bk., Potter, San Francisco, March 23.
Arthur Sewall, Am. sp., Goffrey, Yokohama, March 20.
Bertie Minor, Am. schr., Raven, Eureka, March 14.
Defiance, Am. schr., Blumh, Newcastle, March 16.
Eric, Am. schr., Roos, Caleta Buena, March 20.
Fantasi, Nor. bk., Anderson, Newcastle, February 23.
Himalaya, Am. bk., Dearborn, Newcastle, March 21.
Henry Villard, Am. sp., Quick, Savannah, March 18.
Jabez Howes, Am. sp., Clapp, Tacoma, March 15.
John C. Potter, Am. sp., Meyer, Tacoma, March 19.
Metha Nelson, Am. schr., Christiansen, San Francisco, March 15.
Mauna Ala, Am. bk., Smith, San Francisco, March 7.
Olympic, Am. bk., Gibbs, San Francisco, March 18.
Paul Isenberg, Ger. bk., Ott, Bremen, March 4.
Skagit, Am. bk., Robinson, Port Gamble, March 16.
S. S. Wilder, Am. bkt., Jackson, San Francisco, March 19.
Top-Gallant, Am. bk., Lunveldt, Manila, February 22. In distress.
Twilight, Am. schr., Ceuthen, from sea, January 23.
Transit, Am. schr., Jorgenson, Newcastle, February 23.
W. B. Flint, Am. bk., Johnson, San Francisco, March 7.
Zealandia, Am. s.s., Dowdell, Port Los Angeles, March 22.

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WOOLSEY'S AND TARR
AND WILSON'S copper paint for wooden vessels.
BOSTON & LOCKPORT
BLOCK CO. pulley blocks.

NOTICE OF INTENTION TO FORECLOSE, AND OF SALE BY ASSIGNMENT, OF MORTGAGE.

In accordance with and by virtue of a power of sale and other provisions contained in a certain mortgage deed dated the 24th day of April, A. D. 1897, from Gustav A. Maurer to Victoria Ward, recorded in the Registry of Deeds in Honolulu, Oahu, Territory of Hawaii, in book 170, on pages 200 and 201, and by said Victoria Ward duly assigned to E. H. Wodehouse, of said Honolulu, by assignment dated the 20th day of February, A. D. 1901, and recorded in said Registry of Deeds in book 170, page 201.

Notice is hereby given that the undersigned, E. H. Wodehouse, present assignee and holder of said mortgage, intends to foreclose the same for condition broken, to wit, non-payment of principal and interest and promissory note secured by said mortgage when due.

Notice is hereby also given that all and singular the lands, tenements and hereditaments in said mortgage contained and described, will be sold at public auction at the auction rooms of James F. Morgan in said Honolulu on Monday, the 15th day of April, A. D. 1901, at 12 o'clock noon of said day.

Terms: Cash. Deeds at expense of purchaser.

The premises covered by said mortgage consist of all that piece and parcel of land situate on Nuuanu street in said Honolulu, comprising an area of 41-100 of an acre, and described in Royal Patent (grant) No. 4905, to said Gustav A. Maurer.

For further particulars apply to E. A. Mott-Smith, attorney for the undersigned.

Dated Honolulu, March 11, 1901.

E. H. WODEHOUSE,

Assignee of Mortgage.

BY AUTHORITY.

I, Theodore F. Lansing, Treasurer of the Territory of Hawaii, do hereby certify, in accordance with the requirements of Section 12, Chapter XXIII, of the Session Laws of 1884, the same being an "Act to provide for the Incorporation of Banking Companies," that I have examined into the condition of "THE FIRST BANK OF HILO, LTD.," a corporation formed under said act and located in the city of Hilo, Island of Hawaii, and I am satisfied that said corporation has fully complied with the provisions required by said act, to be complied with before commencing the business of banking, and the said corporation, "THE FIRST BANK OF HILO, LTD.," is hereby authorized to commence such business.

In witness whereof, I have hereunto placed my hand and the seal of the Treasurer's office this 26th day of March, A. D. 1901.

THEO. F. LANSING,

5815 Treasurer Territory of Hawaii.

SHERIFF'S SALE.